

Intimations.

The Old Familiar Beverage
STONE GINGER BEER,
VCLEPT "POP."



\$1.75 per doz., less \$1.00 allowed
Bottles returned.

WATKINS LIMITED,
CHEMISTS, AERATED WATER
MANUFACTURERS,
APOTHECARIES HALL,
No. 66, Queen's Road Central, Hongkong
FACTORY:—Mason's Lane.
WAI KIN TAI YEUK FONG.
房樂大建威

Branches also at
Canton, Shanghai, Hankow and Peking.
Hongkong, 19th February, 1902. [714c]

HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.
FOUNDED in 1891, by DR. CANTLIE,
and conducted for several years by
H.E. POLLOCK, ESQ., R.C.

TRUSTEES:
HON. J. H. STEWART LOCKHART, C.M.G.,
G. B. DODWELL, ESQ.,
R. SHEWAN, ESQ.

SUBSCRIPTIONS:—Payable in Advance.
\$7.50.....Per Half Year.
or
\$1.40.....Per Month.

The Library contains, in addition to Fiction,
a number of Standard Works on Biography,
History, Travels, &c., and Works of Reference;
and it is hoped to maintain it up to date.
Intending Subscribers are requested to
apply to

CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordinance Office.
Hongkong, 28th December, 1901. [143c]

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor. [77d]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.
\$5.50 2 Cask of 375 lbs. Net ex Factory!
\$3.30 2 Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [110]

WILLIAM POWELL, Ltd.

SALE! SALE! SALE!

OF

BOOTS AND SHOES

AT OUR

BRANCH STORE, 28, QUEEN'S ROAD.

FOR ONE WEEK ONLY, March 3rd to 8th, 1902.

Hongkong, 3rd March, 1902. [955c]

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"

also

"WASHBURNS."

**MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.**

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore.

Hongkong, 28th January, 1902.

To-day's Advertisements.

IN THE SUPREME COURT OF
HONGKONG.
ORIGINAL JURISDICTION.
IN THE MATTER OF THE CHINA
PROVIDENT LOAN & MORT-
GAGE CO., LD., AND REDUCED
AND
IN THE MATTER OF THE COM-
PANIES ORDINANCES 1877 AND
1886.

NOTICE is hereby given that a Petition
presented to the Supreme Court on the
24th of February, 1902, for confirming a Special
Resolution reducing the capital of the above
mentioned Company from \$2,000,000 to \$722,000
is directed to be heard before The Honorable
The Acting Chief Justice on the 7th day of
April, 1902, at 10.30 of the clock in the forenoon.
Any Creditor or Shareholder of the Company
desiring to oppose the making of an order for
the reduction of the capital of the said Com-
pany under the above Ordinance, should
appear at the time of hearing by himself or his
counsel for that purpose and a copy of the
petition will be furnished to any Creditor or
Shareholder of the Com. any requiring the
same by the Undersigned on payment of the
regulated charges for the same.

Dated this 3rd day of March, 1902.
EWENS & HARTSTON,
Solicitors to the above named Company.
ALFRED G. WISE,
Acting Chief Justice.

NOTICE.
DURING MY ABSENCE, and until further
notice Mr. ROBERT HAY HERRICK MITCHELL
will be GENERAL MANAGER of the
Firm of H. PRICE & CO.
HERBERT PRICE.
Hongkong, 4th March, 1902. [268d]

NOTICE is hereby given that the New
Wharf at Canton used by the Steamship
"BAKAN MARU" has been leased by the
Owners to the Undersigned for 20 years, with
option, from May, 1901, and the public is
hereby warned that no Persons, Firms or
Companies other than the Undersigned can at
any future time during the said period of 20
years acquire the right to exercise and enjoy
during such period any rights, advantages or
benefits in connection with the said Wharf
without first obtaining the written consent of
the Undersigned thereto.

[Sd.] LUK KING NAM,
Care of Tanjuechi Kato & Co.,
No. 64, Queen's Road Central,
Hongkong, 4th March, 1902. [269d]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN & QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.

THE Steamship
"EASTERN,"
Captain Ellis, will be despatched as above
on THURSDAY, the 20th instant, at 4 P.M.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric-light.

A Stevedore and a duly-qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th March, 1902. [264d]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the
above Ports, on FRIDAY, the 7th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 4th March, 1902. [263d]

To-day's Advertisements.

PUBLIC AUCTION.
THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW
(WEDNESDAY) the 5th March, 1902,
at 11 A.M.,
above their SALES ROOMS, No. 29,
Des Vaux Road.
Two MECHANICAL PIANOS.
TERMS:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 4th March, 1902. [265d]

E. R. PUBLIC AUCTION.
THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
on
WEDNESDAY and THURSDAY,
the 12th and 13th March, 1902,
at 11 A.M.,
at H.M. NAVAL YARD,
SUNDRY NAVAL AND VICTUALLING
OBsolete and CONDEMNED
STORES,
Comprising:—
OLD IRON, PAPER STUFF, RAGS,
CANVAS, CLOTHING, IMPLEMENTS,
&c., &c., &c.
The Naval Stores will be sold on
WEDNESDAY, the 12th instant, and the Vic-
tualling Stores on THURSDAY, the 13th instant.
TERMS OF SALE:—As customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 27th February, 1902. [266d]

**Sabang-Bay Harbour
and Coal Co.,
Limited.**

Pulo Weh, North Sumatra.

Cable-Address:—"HARCOAL, SABANG."

THIS Company supply best Welsh, Bengal
and Onbillion Coals at current rates.
Ships can moor at the wharves immediately
after having entered the harbour, and coaling
commences without delay at the rate of 60
tons per hour; timely notice being given, the
rate of coaling may be increased to 80 tons per
hour.

Depth of water at the wharves 30 feet at low
spring-tide.
Excellent pure spring-water can be supplied
at current prices.

Vessels calling at Sabang are exempt
from harbour dues and pilotage, and when
calling for the purpose of coaling only and
taking in water, stores or provisions, no
wharfage is levied.

A floating drydock for vessels of about 3,000
tons displacement lies on the north side of the
harbour entrance, close to the shore.
The company execute ship and marine en-
gine repairs of all descriptions under the
superintendence of experienced European
Shipwrights and Engineers, at moderate prices.
2nd October, 1901. [1008c]

Intimation.

**A. S. WATSON & Co.,
LIMITED.**
ESTABLISHED A.D. 1841.

CHAMPAGNE.

Jules Mumm & Co. Reims—
as supplied to Imperial and
Royal Courts of Europe.

DRY AND EXTRA DRY.

Per dozen Quarts.....\$48.00
Per 2 dozen Pints.....\$50.00

A high class wine, well known to
connoisseurs and a favourite at Good-
wood and Ascot Meetings, &c.

SCOTCH WHISKY,
Watson's celebrated

E

Blend.

Very old liqueur Scotch Whisky.

Per dozen \$15.00.

COGNAC BRANDY,
of the finest quality.

\$18, \$24, \$30 and \$36 per dozen.

PORT AND SHERRY,
of the finest vintages.

RAINIER BEER,
the finest American Beer in the
market.

CIGARS AND CIGARETTES.

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

Hongkong, 28th January, 1902.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Sub-
scriptions, Advertisements, &c., be addressed to the
"Manager, Hongkong Telegraph," and not to the Editors.
Letters on Editorial matters to be sent to "The Editor,"
and not to individual members of the staff.
Communications intended for publication must be accom-
panied by the name and address of the writer, not necessarily
for publication; but as evidence of good faith.
With the columns of the Hongkong Telegraph will always
be open for the fair discussion by correspondents of all ques-
tions affecting public interests, it must be distinctly under-
stood that the Editor does not in any way hold himself
responsible for opinions thus expressed.

TO ADVERTISERS.
Advertisers are requested to forward all notices intended
for insertion in that day's issue not later than Three o'clock
on the day prior to the publication of the paper.
Advertisements and Subscriptions which are not ordered
for a fixed period will be continued until countermanded.
The Hongkong Telegraph has the largest circulation of
any English newspaper published in the Far East, and is
therefore the best medium for Advertisers. Terms can be
learned on application.

MARRIAGE.
On the 27th of February, at the British Con-
sulate General, Shanghai, and afterwards at
Trinity Cathedral, by the Rev. H. C. Hodges,
M. A., and assisted by the Rev. W. G. Walshe,
B. A., GLADYS MARY HAYERS, eldest daughter
of JOHN SMEDLEY, of Shanghai, to JOHN
EDWARD, son of JOHN WILLIAM, DEHNAM
Exeter, England.

DEATH.
On the 25th February, at Shanghai, CARL
ALBERT ZETTERHOLM, aged 43 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 4, 1902.

NOTES AND COMMENTS.

Our Latest Rebellion.

There has been such a deal of talk of
rebellion in Southern China of late years and
threats of a great rising, sometimes anti-
foreign, sometimes anti-Manchu; have been
held over our heads as constantly, that one
may be excused for being a trifle sceptical
as to anything of the sort amounting to more
than a mere flash in the pan. It is not so
very many months ago that the abortive
"Triad Society" rebellion broke out on the
East River near Hui Chow and ended, as we
all know, in the utter defeat of the rebels
owing to want of ammunition. Hence it
would be somewhat premature to make any
predictions regarding the probabilities and
possibilities of the present rising in Kwangsi
Province.

Still, we have known for some time past
that there has been great unrest in Kwangsi
and a growing discontent with the rule of
the Manchurians and the Manchus. The
rebels in the present instance are said to be
the late troops of Marshal Sou, who were
disbanded on that commander being pro-
moted to the Military Commandership of
Hupoh Province. This being the case the
Chinese Authorities will have to deal with
troops fully equal in training to their own,
and as the rebels are said to be hand
and glove with the numerous bands of
robbers and brigands inhabiting the district,
the probabilities are that they are as well,
if not better armed and equipped than the
Chinese troops sent against them. As a
rule when it has come to a stand-up fight
between brigands and Chinese troops the
troops have accomplished little or nothing,
and it was only the other day that a military
expedition sent from Canton against brigands
was ambushed and so severely punished
that the commander thought discretion the
better part of valour and returned to Canton
leaving the brigands masters of the situation.

Events of late have not tended to endear
the Manchus to the Southern Chinese. The
obnoxious house-tax and other squeezes
imposed on the pretext of meeting the in-
demnities demanded by the Foreign Powers
for the Boxer outrages have caused wide-
spread dissatisfaction in the South. The
people say, and with a deal of reason too,
that having already paid indemnities to one
Power and another for churches, chapels
and missions destroyed in the South,
they are now asked to pay for the sins of
their Northern countrymen as well, in
which they had no hand and/or which they
are not responsible. For some time past
the Two Kwangs have been placarded to
this effect, while the doctrine of nonres-
ponsibility for the Boxer outrages has been
preached far and wide by agitators who openly
say that it would be better to employ the
money now demanded of the people for the
payment of the indemnity in arming them-
selves and resisting any further demands,
and at the same time placing upon the
Chinese throne a dynasty of the people and
not of an alien race.

As for France being mixed up in the pre-
sent outbreak and lending secret aid to the
rebels that may or may not be the case.
France, as is well known, is anxious for any
pretext which would allow of her stepping
across the border from Tongking and gain-
ing a footing in the Two Kwangs. Thus it
may well be that she is taking a leaf from
the book of her ally Russia and is secretly
fomenting and aiding the rebellion in order
to create a pretext for the occupation of
the Two Kwangs on the plea of maintaining order.
We have all seen how Russia sticks to
Manchuria upon this pretext, and what
could be more natural than for France to
attempt a like action in the South? She
has already six gunboats on the Southern
waterway and has her troops just across the
frontier, while her priests, who have apparently
totally ignored the arrangement come to
regarding missionary interference, can only be
supposed to be sowing the seed for French
occupation, particularly as the French gun-
boats are known to the inland Chinese
as the *Catholic gunboats*, which in itself
tends to show towards what end the
missionaries of France are labouring.

As for the propaganda of the rebels, it is
much the same as that of other would-be
reformers and promises great things to the
needy and oppressed. What attitude is to
be adopted towards foreigners is not at
present announced, but should it prove to
be one of antagonism we very much fear
that all their lofty plans will come to
nought.

THE REV. DR. GRIFFITH JOHN, the
well-known Welsh missionary in China, has
intimated to the London Missionary Society
that he will bear the cost of building a theo-
logical school in Hankow, and his offer has
been accepted by the Board of directors. Dr.
John's name has been more than once suggested
for the chairmanship of the Congregational
Union, but on each occasion he has asked his
friends not to nominate him for the honour, as
he was unable to leave his work in China.

HEARD AT THE FERRY.—
American Lady Tourist:—"Say, dearie,
Hongkong is not a bad place."

American Gentleman Tourist:—"No, kid, not
a bad place at all, but very badly in want of
rain."

American Lady Tourist:—"Why, yes, the
sky looks like a man who wants to sneeze and
cannot."

American Gentleman Tourist:—"I guess the
Government should inject some sneezing
powder into Father Atmosphere."

THE CHOLERA IN CANTON.—There
seems no sign of cholera abating in Canton.
From latest advices, the disease is making
headway, and has appeared in Fatsan, and
other surrounding districts. The Canton river
is quite saltish, whilst all the wells in the city
are practically dry. Rain is as much needed
in Canton, as it is here. When the S.S.
Powan left Canton a Chinaman was removed
from that vessel on suspicion. It was not clearly
defined as to whether it was either plague or
cholera. There were no fresh cases amongst
the foreign residents, but a few cases were
heard of in the native city.

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REUTER'S TELEGRAMS.

ACCIDENT TO THE FRENCH PREMIER.

LONDON, March 1st.
M. Waldeck-Rousseau, Premier of France,
has been badly hurt in a collision with an
electric tram, his carriage being overturned.

SOUTH AFRICA.

THE RECENT CAPTURE OF A BRITISH CONVOY.

Lord Kitchener reports that by the recent
capture of an empty British convoy near
Klerksdorp, the Boers took 46 officers and
451 men prisoners, of whom 106 have since
been released. Colonel Anderson who com-
manded the Yeomanry has been retained a
prisoner.

THE ACCIDENT TO THE FRENCH PREMIER.

March 2nd.
Latest reports state that M. Waldeck-
Rousseau is improving.

FLOODS IN THE UNITED STATES.

Melting snows have caused disastrous
floods in the eastern districts of the United
States. Railways, roads, and telegraphs are
damaged, and many fatalities have occurred.
Pittsburg and Allegheny are partially in-
undated.

LOCAL AND GENERAL.

BAR SILVER is quoted at 25.3.8.

EXCHANGE has dropped to 1/9.15.16.

GOLD LEAF has risen to \$56.60 per tael.

THE BUYING RATE for sovereigns has
gone up to \$10.94.

THE ENGLISH MAIL of the 1st February
was delivered in London on the 1st inst.

FOOTBALL.—The final for the Hongkong
Football Challenge Shield will be played on
Saturday, the 22nd inst., at a quarter past four.

THE RUSSIAN CONSUL at Hankow is
dead. Mr. A. Vahovitch had been consul there
since 1893 and was very much respected by all.

LUKBAN, the insurgent Chief in the Philip-
pines, was captured on the 22nd ult. by Lieut.
Streblor, of the Philippine Scouts. He was
taken as a prisoner into Zakuasi. Ten of the
chief's bodyguard are reported as killed in the
encounter which ensued.

THE FRIENDS OF DR. RUTHERFORD
HARRIS, who successfully contested the
Moomouth Boroughs in the Conservative
interest at the last General Election, and was
unseated on petition (Mr. Joseph Lawrence,
also a Conservative, being then elected), have
subscribed 500 guineas for a testimonial to him.

MR. ANDREW GARNEGIE, having devo-
ted so many millions to the education of other
people, is now devoting £10,000 to his own.
He has decided to form a library at Skibo
Castle, and sets about it in splendid man-
ner. Lord Acton has been entrusted with the
task of selection, and his list of books neces-
sary for a millionaire's education runs to 8,000.

MUSIC FOR THE PEOPLE.—The Pro-
gramme of Music to be played by the Band of
the 5th I. H. C. on the New Parade Ground
between 4.30 p.m. and 5.30 p.m. to-morrow,
the 5th instant, is as follows:—
1. March....."Washington Post".....Souza.
2. Selection....."Palm".....Chaussegange.
3. Waltz....."Flower".....Fetas.
4. Polka....."Polichinelle".....Fahrbach.
5. Selection....."The Gay Parisienne".....Carpill.
6. Waltz....."Crisis Girl".....Kiefer.
God save the King.

THE REV. DR. GRIFFITH JOHN, the
well-known Welsh missionary in China, has
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logical school in Hankow, and his offer has
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THE NUMBER OF CASES of communi-
cable diseases which have been notified as
occurring in the Colony of Hongkong during
the week ended the 1st March, are four. A
Portuguese died from plague, while there were
two fatal cases of small-pox, one being a Portu-
guese from the S.S. *Oriental*. There was also
one case of enteric fever.

FROM CHINESE SOURCES we learn that
Cheong Puh Hee, the Minister of Home Affairs,
has discharged all the foreign professors of the
Peking university, and has engaged new
ones direct from Europe and America. The
reason of his doing so is to the effect, that the
former professors of the university were com-
posed of missionaries and discharged Custom
officials.

BELLIOS PUBLIC SCHOOL.

THE PRIZE LIST.

The prize distribution in connection with the
Bellios Public School takes place to-morrow
morning. The proceedings commence with a
part song after which there will be a musical
drill followed by "Dolly's Lullaby." Then the
Report will be read, and Mrs. Stewart Lockhart
will present the prizes as follows:—

ENGLISH DIVISION.

1st Class:—1st Distinction, Lily Song, "Girl's
Own Annual;" 2nd, Alice Leslie, "Shake-
spear;" 3rd, Nellie Olson, "Scott;" History,
Myra Chunyut, Book; Composition, Sarah Lee,
"Tennyson;" Geography, Maggie Petersen,
Book; Needlework, Alice Leslie, Box.

2nd Class:—1st Distinction, Elsie Mo-fung,
Gold Brooch; 2nd, Florence Lambert, Silver
Bangle; 3rd, Ada Asgar, Silver Hat Pins;
Arithmetic, Fatima Alarankia, Fountain Pen;
Needlework, Florence Lambert, Box.

3rd Class:—1st Distinction, Elia Hyndman,
Silver Bangle; 2nd, Martha Petersen, Silver
Button Hook; 3rd, Mary Petersen, Silver
Brooch; Arithmetic, Ida Noma, Silver Pen-
holder; Needlework, Amy Mah, Box.

4th Class:—1st Distinction, Elsie Leslie,
Book; 2nd, Doris Chunyut, Book; 3rd, Lizzie
Vanstone, Book; Needlework, Esther Noma,<

THE PUNJOM MINING COMPANY, LIMITED.

The fifth ordinary general meeting was held at noon to-day at the office of the Company, No. 13, Beaconsfield Arcade, the following gentlemen being present:—Mr. R. C. Wilcox presiding;—Messrs. T. Howard and K. Hughes (directors), A. R. Eichel, D. Gillies, E. Moses, T. H. Hough, E. Kadoorie, J. M. E. Marehado, H. C. Meyer, M. Michael, W. Parlane, S. A. Joseph, F. E. C. George, E. S. Joseph, and others.

The Chairman said:—With your permission, gentlemen, I propose to follow the usual course and take the report and accounts for the year as read. The report of the Directors for the year 1901, which has been in your hands for some time, contains so full a summary of the work done and progress made that little remains for me to add. I will, however, supplement it with a few particulars and explanations which will perhaps be of interest as calculated to make the present position of the company a little clearer. I should first mention in connection with the accounts, that concentrations to the estimated value of \$1,000 have been shipped to England for treatment, and this asset will be credited when accounts of the output are received. Then with regard to the 13½ ounces of gold referred to in paragraph 2 of the report, these, with about 26 ounces from a former crushing, value about \$1,400 are still in Pang-gong Office safe, and will be entered in the account when shipped. In explanation of its retention there I may explain that gold has to be sent under escort, the cost of which is too great to admit of its being despatched in small quantities. I would, while on this subject, also like to make a slight correction in some figures in the same paragraph of the Report. The 3 dwts. 17 grains mentioned there ought to be 3 dwts. 20, 47 grains, a mistake having been made in converting decimals into grains. Since the Report was drawn up we have advised from the Mines stating that the ground is being cleared for the sinking of the new shaft, which has been named the Kladi Shaft, and 19 feet of the first to have already been sunk. The track for the new tramway to connect the Swah mine with the Mill is well advanced, and will be completed by the time the shafts are received. These with the rolling stock have been landed at Singapore and are now probably well on their way to Punjom, but transport to the mines is necessarily slow, as the river is shallow, and the rails have to be carried in small boats. I am glad to say the tramway has not only arrived, but it is paid for, and will be working order, I hope, by the end of March. This brings me to the financial position of the Company. Well, gentlemen, we are not too flourishing so far as funds are concerned, but we have a balance of \$32,000 to receive from unpaid calls, and these, we trust, will now be paid up without further solicitation. If we receive this money we shall be able to carry on until we get crushings from Swah, and then we hope to be able to meet current expenses out of earnings with something to spare. Probably the outlook for this Company was never brighter. I confess I have something approaching a horror of that cheerful optimism that sees nothing but the rosy side of any enterprise, and my experience of mines and mining has taught me to expect nothing until you get it, for in mining, as in lotteries, the prizes are few and the blanks many that has been our experience. How far that was the fault of the mines or of the management at Punjom I leave others to determine. We have, however, had some prizes for, from 1893 to 1896 23,335 ounces of smelted gold were won from 46,149 tons of ore. But we do now appear—I say advisedly appear—to be on the threshold of success. We have a reef and alluvial deposits which promises well; we have a tramway to connect that reef with the battery; the batteries have been thoroughly over-hauled and placed in good working order; the stone is of a kind easy to crush and the ore not refractory; and we have a magnificent water power sufficient to provide for all likely wants. I must not forget to add that in Mr. Lester we have a manager who I am thankful to say has a strong tendency to pessimism, and when he considers our prospects bright we ought to be satisfied that they are indeed so. He is a hard worker not given to promises or to many words, but he is fully bearing out the high commendations passed upon him when he left Charters Towers, and has ever since his arrival at Punjom laboured steadily to develop the mines. The miners under him appear to be working energetically, and though some of them have been suffering from fever, they were at last advised, I am glad to say, all well. On the table before me you will observe the samples of gold from Swah and photographs of the New Dam, as well as a characteristic group at the mines, showing the Manager, his family, and the accountant. The Office staff has proved very efficient, and the work generally is well and systematically performed.

One word more. I should have referred to the Tin deposit found in the southern portion of the Cobcession. Our manager has not yet had time to thoroughly examine this find but promises to do so at the earliest opportunity when a miner can be spared from the gold workings. The fact of its existence will not, however, I can assure you, be overlooked, and a further and more searching investigation into the chances of working the deposit with success will be made when opportunity offers.

That is about all that occurs to me to say now, gentlemen, but I shall, before proposing the adoption of the report and accounts, be glad to answer any questions you may wish to put.

On the motion of Mr. W. Parlane seconded by Mr. M. Michael Messrs. T. Howard and W. K. Hughes were re-elected directors, and on the motion of Mr. George seconded by Mr. Moses, Mr. Fullerton Henderson was re-elected auditor.

COTTAM & CO., DENTS DRIVING GLOVES.

THE REBELLION IN SOUTH CHINA.

UNREST IN TREATY PORTS.

RUMOUR FRENCH SUPPORT TO REBELS.

News of an alarming nature has just reached us, about the rebellion in Kwangsi province. The seat of the rebellion is a small town named Wuf Lam where the rebels first raised their flag.

The rebellion is spreading rapidly, and already signs of unrest are apparent in Kwelin and Nanning, the newly opened Treaty ports. The Viceroy of Canton has despatched troops to the scene of the rebellion, and has quartered over 1,000 troops in Kwelin and Nanning in case of eventualities.

The absolute command of the forces is in charge of Tsoai Tsun of Koo Chow, Lim Chow, and Yum Chow prefectures. It is believed that the rebels were the late soldiers of Marshal Sou, which were disbanded on his promotion to Fupoh.

The propaganda of the rebels has been spread far and wide, the gist of which could be summarised in the following:—

1st—Soliciting recruits.

2nd—Overthrowing of the present Manchu dynasty.

3rd—Founding a new dynasty with a Chinese Emperor on the throne.

4th—Helping of the oppressed and needy.

The Chinese believe that the French are secretly supporting the rebels.

IMPERIAL TROOPS DEFEATED.

CANTON, 4th March.

The Imperial troops sent up to Kwangsi to check the rebellion there, have met with a reverse having been defeated at Ling Chow by the rebels.

AT THE MAGISTRACY.

March 4th.

DRUNK AND DISORDERLY.

Odo Ram, aged 30, Indian watchman was charged for acting in a disorderly manner whilst drunk on the 3rd inst. at Kum Cheong. He was fined \$2.00 or ten days.

FELONIOUSLY STEALING A QUANTITY OF HEMP ROPE.

Leung Lo and Wong Si Sing, aged 20, and 21 years respectively, both coolies, were brought up for feloniously stealing a quantity of hemprope valued at about \$5.00. As no evidence of any weight was brought against them they were discharged.

UNLAWFULLY GAMBLING IN THE PUBLIC STREETS.

Kong Kwan and Ko I, both youngsters 18 years old, were found gambling in the public streets; they were fined \$3.00 or ten days.

THE PLAGUE.

Number of cases reported (Chinese) 1

up till noon of the 1st Other Asiatics 1

March, 1902 Europeans 0

Number of cases reported (Chinese) 0

during the past 24 hours Other Asiatics 0

Europeans 0

Total number of cases reported to date 2

Number of deaths reported (Chinese) 1

up till noon of the 1st Other Asiatics 1

March, 1902 Europeans 0

Number of deaths reported (Chinese) 0

during the past 24 hours Other Asiatics 0

Europeans 0

Total number of deaths recorded to date 2

"CHUNSHAN" ASHORE.

BADLY SMASHED ON THE "BOAT ROCKS."

AMOY, February 23rd.

The "Shan" line steamer *Chunshan* (agents, Bradley & Co.) got badly ashore on the Boat Rocks, south of the Lamocks. She managed to get off and make this port under her own steam, with No. 1 hold full of water, and is now docked here.

On Survey, it was found she was badly damaged on both port and starboard sides.

A Court of Inquiry was held on the 20th ult., when the decision was given that the second officer's certificate must be cancelled for two years, he having been on duty at the time and having been fast asleep in a chair on the bridge.

The Captain also was censured, but not at all severely.

In the evidence it was stated that the shock, when the ship grounded, was so violent as to throw the second officer out of his chair as he slept, and a second impact threw the captain down as he was running up to the bridge.—*Shanghai Times*.

AN ANGLO-JAPANESE COLLISION IN AMOY.

AN ENGLISHMAN WOUNDED.

A few days ago, a certain Englishman in Amoy went out in a native sedan-chair to pay visits to his friends. On the way, he met a Japanese Sergeant belonging to a certain man-of-war, walking in the middle of the road.

The sedan-chair coolies went at such a speedy rate, that they unintentionally collided with the Sergeant. The Japanese Sergeant, on receiving this knock, instead of taking it as an accident, considered it as a great insult. His rage was so terrible that he gave these coolies a brutal flogging. The Englishman, in the chair, on seeing the sergeant's maltreatment looked on with compassion for these poor wretches. He eventually came out from the sedan chair and intended to explain to the Sergeant of their unavoidable collision. But this angry Jap mistook the idea and thought that he stood out to keep his coolies; and this added more oil to the fire. He took out a dagger from his pocket and seriously stabbed the Englishman. The case was soon reported to the Captain of the man-of-war, through the

office of the Foreign Affairs and appropriate punishment will be inflicted as soon as close inquiries are made. The wounded Englishman was taken to the hospital and it was found the wounds he received were not very serious.—*Shanghai Times*.

KIDNAPPING IN CHINA.

Captain Best of the British steamer *Daybreak* sends to a Shanghai paper an account of a kidnapping incident which came under his notice at Amoy.

"I left Shanghai (he writes) about ten days ago for Amoy and Swatow. On our arrival at Amoy, before the ship was securely made fast to the buoy, three men deliberately took a Chinese boy aged about four years, belonging to one of the passengers, from the between-decks and passed him through the cargo port into a sampan and made off. The cries of the child attracted my attention, also the father's; another boat gave chase, caught and brought the three men on board, and I had them locked up for the night. While this case was engaging my attention one of the crew said to me that there were four children in one of the passenger rooms in charge of a woman, who he believed were stolen in Shanghai. I at once made inquiries, went through the passenger quarters, and found there were fourteen children on board, ranging from eighteen months or two years to about six; four were in charge of a woman and the others with three different men. The children were in a very excited state; no two of them looked alike or seemed to be together, and the whole case seemed to me so suspicious that I decided on detaining them on board. The next morning I reported the case to the British Consul and told him of my suspicions regarding the children. He told me to send the three men on shore with the child's parent to give evidence, and he would send them to the Chinese officials to deal with; also that he would at once communicate with the magistrate and get him to come on board and inquire about the fourteen children. The three men were sent ashore, and in a short while the magistrate came on board. When it came to inquiring, four of the children no one claimed; as to the others, the different parties gave different excuses. The magistrate spoke English and told me he thought the children were kidnapped, and that he would take them all ashore and send them to the Taotai to examine. I reported to the Consul, who had given every assistance, and said he was glad I had brought the case to his notice; also, if other masters would take the same trouble, it would go a long way to stop this crime. The result of the inquiries I did not learn, as I left that same afternoon. I was informed these children would have been sent in Amoy and then shipped off to the Straits. The children were by no means of the poorest class; they were well dressed and looked very healthy; twelve were boys and two girls, I think."

THE FOUNDER OF THE BRITISH NORTH BORNEO CO.

ALLEGED ROMANTIC ADVENTURES.

The early adventures of Mr. W. C. Cowie, the Managing Director of the British North Borneo Co., were recently narrated, with ornamentation, in *Pearson's Weekly*, as follows:—

"In April 1870, Mr. W. C. Cowie, a Scotch mechanical engineer, in company with four other youngsters reckless as himself, set sail in the *Argyle*, a tiny iron schooner rigged-screw-steamer of fourteen tons, from Glasgow bound for Singapore. Not one of the adventurers had any practical knowledge of seamanship, which was why perhaps they found themselves at Killybeg, on the west coast of Ireland, when they had supposed themselves to be somewhere about the entrance to the Bay of Biscay. On entering the harbour, they were at once suspected of coming there after Steghens, the escaped Fenian 'head centre,' and had to put out to sea again hurriedly to avoid arrest. Passing through the Suez Canal, the *Argyle* ran over a submerged anchor, ripping a hole fourteen feet long in her bottom. To raise and repair her took some weeks, and when they at length entered the Indian Ocean the southwest monsoon was at its height. By this time, too, their coal had been all expended; but, nothing daunted, the five youngsters hoisted a few rags of canvas, and ran before the gale the whole way to the Straits of Malacca, covering the distance in three weeks. Before reaching Singapore their provisions ran short, and for five weeks the crew subsisted on rice and treacle. Arrived at their destination the friends separated, Mr. Cowie accepting the position of 'Admiral of the Fleet' to the Sultan of the Rikio and Linga Archipelago, the said 'fleet' consisting of several cutter-like yachts and innumerable prahus or native boats. After adventures that would fill volumes, he was able to render an important service to the Sultan of Brunei, who rewarded him by ceding to him the peninsula of Muara, with rights of life and death over all its people. Here he reigned, virtually a king, for some time, when, getting tired of inaction, he sold his territory to Rajah Brooke, with whose kingdom it is now incorporated. Mr. Cowie was afterwards, as the world knows, mainly instrumental in founding the British North Borneo Company, by whose exertions a territory thrice the size of Denmark has been brought under the British flag."

As an item of unusual interest, and of rare bad luck to seafaring men, the *Straits Times* notes as peculiar that a fourteen-ton launch should run aground on a soft sandy bottom where 14,000-ton war-ships bustle about unscathed, and should also run upon a mislaid anchor in that highway of the nations. The little run before the gale from Socotra to the harbour of Singapore is also something out of the way.

COTTAM & CO., ENGLISH and AMERICAN SHIRTS, BOOTS and SHOES.

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COTTAM & CO., ENGLISH and AMERICAN SHIRTS, BOOTS and SHOES.

Police of Firm.

CAMPAGNE DE MESAGERIES MARITIMES.

FROM This date I have RESUMED CHARGE of the above Company in Hongkong

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd March, 1902. [261d]

Intimations.

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder Street, on THURSDAY, the 6th day of March 1902, at 12.30 P.M., to receive a Statement of Accounts to 31st December, 1901, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOK of the Company will be CLOSED from the 20th inst. to the 3rd March, both days inclusive.

JARDINE, MATHESON & Co., General Managers, Hongkong Fire Insurance Co., Limited.

Hongkong, 3rd February 1902. [1157d]

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

(IN LIQUIDATION).

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of this Company will be held at the COMPANY'S OFFICE, No. 5, Queen's Road Central, Victoria in the Colony of Hongkong, on MONDAY, the 10th March, 1902, at 3 o'clock in the afternoon for the following purposes:—

1. To receive from Messrs. MEYER & Co. the former General Managers of the Company, the accounts of the Company from the 1st January, 1901, to the 31st December, 1901, when the Liquidation commenced and discuss the same.

2. To receive from the Liquidator the accounts of the Company in Liquidation from the 31st December, 1901, and discuss the same.

3. To determine how a small credit balance shown in the said Liquidation accounts is to be disposed of.

4. To consider and if thought fit pass the subjoined extraordinary resolution namely:—

"That the books, accounts, documents and papers of the Company and of the Liquidator be kept in the possession of the Liquidator until the 10th March, 1902, and that then such books, accounts, documents and papers be destroyed."

J. G. SCHRÖTER, Liquidator.

Hongkong, 6th February, 1902. [155d]

HONGKONG HOTEL CO., LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL on TUESDAY, the 11th March, 1902, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1901, with the Report of the Directors, and to discuss any matter that may be completely brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 11th inst. both days inclusive.

By Order of the Board, C. MOONEY, Secretary.

Hongkong, 1st March, 1902. [256d]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1901, on or before the 15th inst., on which date the Accounts will be CLOSED.

By Order of the Court of Directors, THOS. I. ROSE, Secretary.

Hongkong, 1st March, 1902. [252d]

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG CLUB, on SATURDAY, the 15th March, at 8 o'clock P.M. Devonians wishing to join are requested to communicate as early as possible with

MOUBRAY S. NORTHCOTE, Hon. Secretary, C/o HONGKONG CLUB, Hongkong, 15th February, 1902. [235d]

GOVERNMENT NOTIFICATION.

The following Notice is published.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th February, 1902.

NOTICE TO MARINERS.

HONGKONG HARBOUR.

SOUTHERN FAIRWAY.

MASTERS of vessels, making use of the Southern Fairway, are hereby informed that until further notice they must expect to find the Fairway obstructed to some extent in the neighbourhood of the Nam Pak Hong Wharf by the lighters employed in bringing water from Tsin Wan.

R. MURRAY RUMSEY, R. Com., R.N., Harbour Master, &c.

Harbour Department, Hongkong, 26th February, 1902. [250d]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities, that GUN PRACTICE will be carried out from Stonecutters Island on the 10th, 11th, and 12th March at targets in a Westerly and South-Westerly direction, also on the 13th March from Belchers, at targets in a North-Westerly direction.

Practice will commence each day about 9.30 A.M.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 1st March, 1902. [165d]

Intimations.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

PAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901. [12]

INCANDESCENT GAS LIGHT.

consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

54c]

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.

Stanley Gibbon's Stamp Catalogue; 2 vols., 1902 \$ 2.50
Shakespeare's Works in 36 Pocket Volumes 12.50
William Pitt, by Green 3.25
Diary of the Siege of Legations at Peking, by Oliphant 3.25
The Heart of the Prairie, by Mackie 2.25
Diary of a Nurse in South Africa, by Alice Brod 2.25

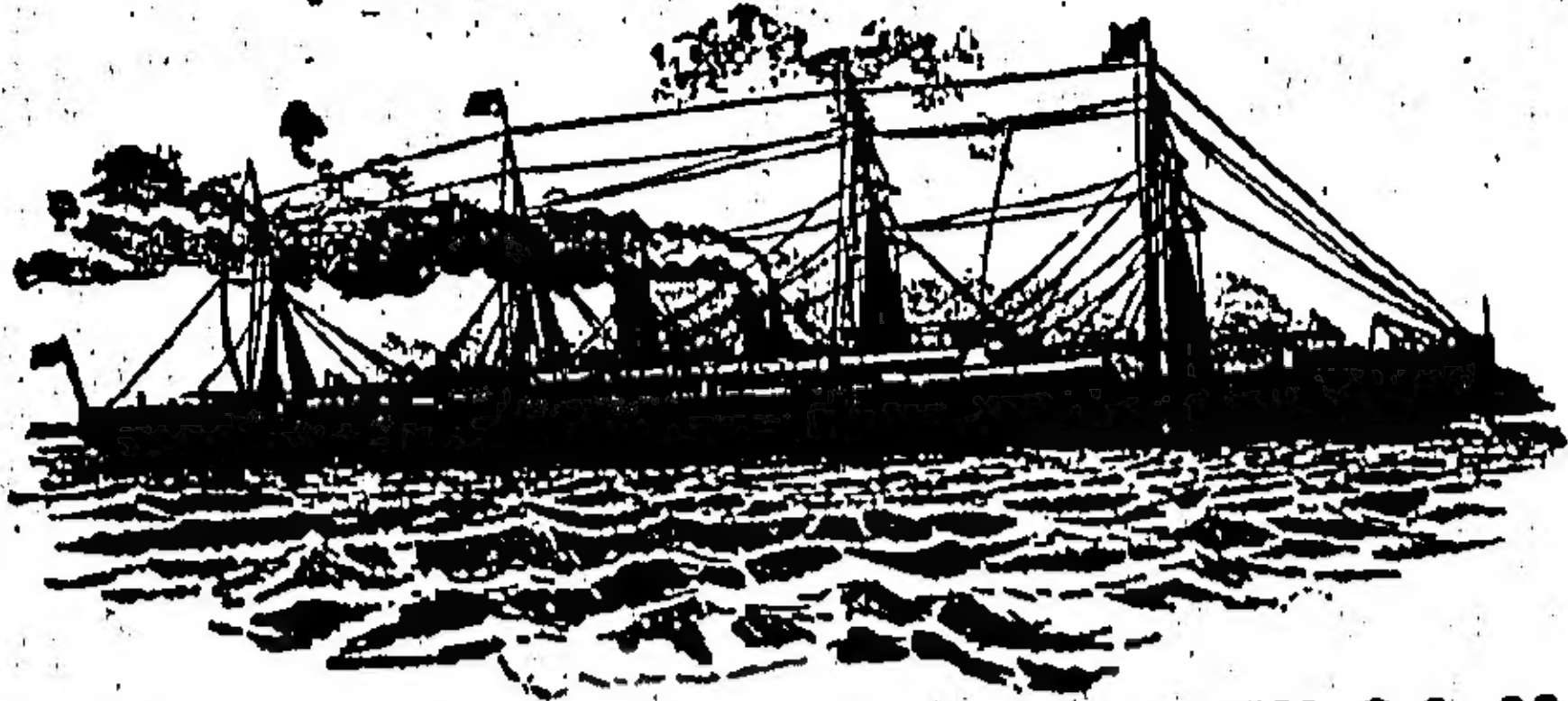
Twentieth Century Inventions, by Sutherland \$ 3.25
The Dragon of Peking, by Brereton 3.25
John Chinaman, by E. H. Parker 5.50
Belonged Peking, "The Yellow Crime," by Colman 4.50
A Doctor in Khaki, by Freemantle 5.50
Actors of the Century, by Whyte 15.00
Chinese Characteristics, by Smith 4.00

Hongkong, 22nd February, 1902. [34d]

NEW PATENT SODA-WATER-MACHINE.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	SATURDAY, 8th March, at Noon.
"OHINA"	TUESDAY, 18th March, at Noon.
"DOBIC"	TUESDAY, 25th March, at Noon.
"NIPPON MARU"	THURSDAY, 3rd April, at Noon.
"PERU"	FRIDAY, 11th April, at Noon.
"OOPTIO"	SATURDAY, 19th April, at Noon.

THE T.K.K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

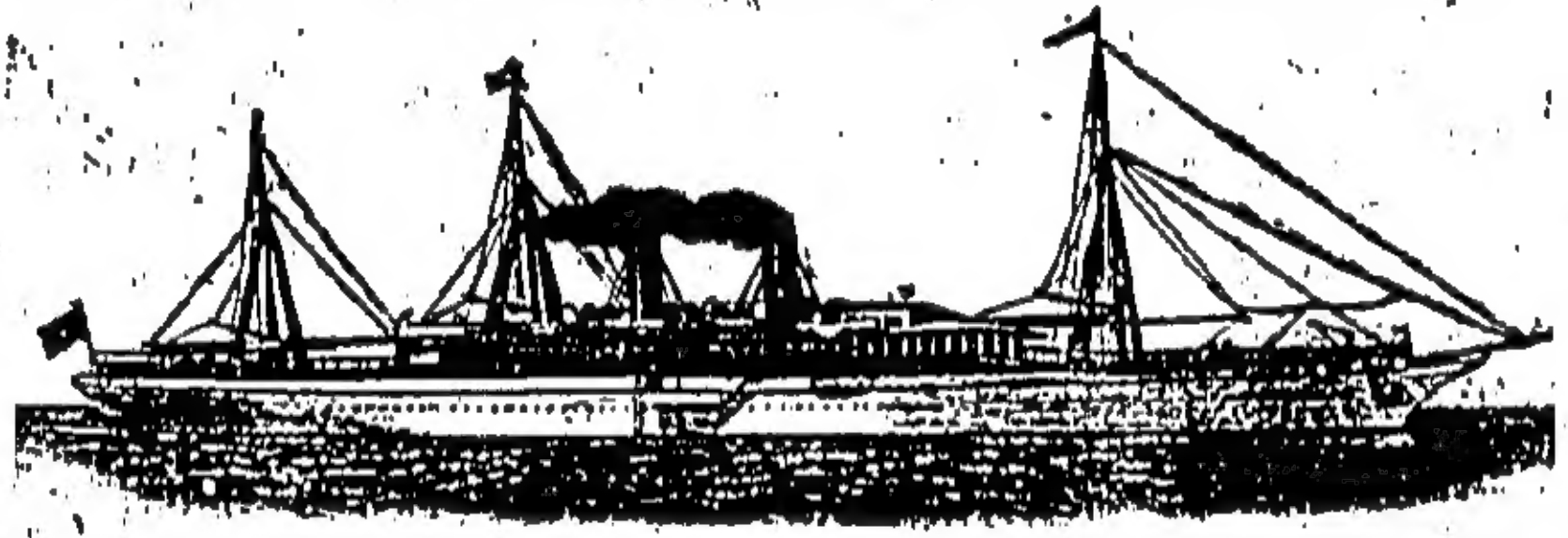
Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th February, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
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Hongkong, 26th February, 1902.

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Hongkong, 21st March, 1902.

Entertainments.

THEATRE ROYAL,
CITY HALL.TO-MORROW
(WEDNESDAY) AND THURSDAY,
MARCH 5TH AND 6TH.ENTERTAINMENT
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CITY HALL.A SPECIALITY IN "TROUPE"
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THEATRE ROYAL,
CITY HALL.MR. HENRY DALLAS' MUSICAL
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SATURDAY,
March 15th.The latest Musical Comedy now drawing
crowd houses at the GAIETY THEATRE,
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THE TOREADOR.

The following pieces will be played during
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Hongkong, 1st March, 1902.

THE TRIPLE COLLISION
IN THE HARBOUR.

ACTION IN THE SUPREME COURT.

It will be remembered that on the 20th November last a serious collision took place in Hongkong Harbour the result being the sinking of the *Skrumstad* and damage to the *Tai Cheong* and the *Perla*. For many weeks the *Skrumstad* remained at the bottom, while the other two steamers were docked and repaired. At length the *Skrumstad* was raised and removed across to the docks, where she is now being attended to. Meanwhile lawyers and others were busy, and legal documents had been gradually growing until at length all seemed in readiness for the argument to be commenced as to who was responsible for the collision.

The first action was brought by the owners of the *Tai Cheong* against the owners of the *Skrumstad*, and was commenced in the Supreme Court yesterday, before the Acting Chief Justice, His Lordship A. G. Wise, Commander Fawcett, R.N., of H. M. S. *Gloria*, and Captain Pybus, R.N.R., of the *Empress of India*, being the nautical assessors.

Mr. M. W. Slade, barrister-at-law, appeared for the plaintiffs (instructed by Messrs. Denby and Bowleys, solicitors), Mr. T. Morgan Phillips, barrister at law, appeared for the defendants (instructed by Messrs. Johnson, Stokes and Master, solicitors), and Mr. E. H. Sharp, barrister-at-law (instructed by Messrs. Deacon and Hastings, solicitors) watched the case on behalf of the owners of the *Perla*.

PLAINTIFFS STATEMENT.

For the following facts we are indebted to the *Daily Press*. Mr. Slade in opening the case submitted the claim, which was to the effect that on 20th November the screw steamship the *Tai Cheong* of 828 tons register and 2,150 h.p., of which the plaintiffs, the Asiatische Kustfahrt Gesellschaft met Beschrankter Haftung were owners, was on a voyage from Hongkong to Swatow laden with about 70 tons of general merchandise and ballast. The *Tai Cheong* left her berth in Victoria Harbour about 5.15 p.m. and when she was opposite Hung Hom Bay the masthead and red lights of a steam vessel, which afterwards turned out to be the *Skrumstad*, were sighted on the starboard-bow of the *Tai Cheong*. At such time, the wind was about N.E., very light, the weather was fine and clear, the sun had just set, and there was a bright moon. The *Tai Cheong* was proceeding at the rate of about 7 knots an hour and was steering about N.E. by E., her proper regulation lights, that is, her masthead, side and stern lights were duly exhibited and burning brightly and a good look-out was being kept. On the red and masthead lights of the *Skrumstad* being sighted, the helm of the *Tai Cheong* was ported, but the *Skrumstad* opened

her green light to the *Tai Cheong*. The *Tai Cheong* was kept under port helm and one short blast was blown on her whistle, and shortly afterwards a second single short blast was blown. As the *Skrumstad* failed to answer either of these signals and continued to show her green light, the engines of the *Tai Cheong* were put full speed astern and the helm hard astern and three blasts were blown on her whistle. The *Skrumstad* continued to come on and the two vessels came into collision. Just before the collision the *Skrumstad* opened her red light, but too late to clear the *Tai Cheong*, and the port bow of the *Skrumstad* struck the stem and port bow of the *Tai Cheong*. At the time of the collision the *Tai Cheong* was on the extreme south side of the channel between the Harbour limits of the port of Victoria and the Lyceum Pass.

SERIOUS ALLEGATIONS.

Those on board the *Skrumstad*, it was alleged, failed to keep a proper look-out, the *Skrumstad* was not kept on her course, those on board the *Skrumstad* neglected to duly port the helm, the helm of the *Skrumstad* was improperly starboarded, the *Skrumstad* being in a narrow channel was not kept to that side of the fairway or mid-channel which lay on the starboard side of the *Skrumstad*, and the collision was caused by the improper and negligent navigation of the *Skrumstad*. The plaintiffs claim a declaration that they are entitled to the damage proceeded for and the condemnation of the *Skrumstad* and the defendants in action No. 13 and judgment for costs against the defendants in action No. 13 and against the plaintiffs in action Nos. 15 and 16; also to have an account taken of such damage with the assistance of merchants, and such other and further relief as the nature of the case may require. In their answer and counter-claim the owners of the *Skrumstad* stated that at the time of collision that vessel, which is of 750 tons register, was on a voyage from Amoy to Hongkong in ballast, having discharged a cargo of coals at Amoy. On the evening of the 20th November she having passed through the Lyceum Pass was proceeding towards the Harbour. The wind was from E.N.E. to N.E., a light breeze, the weather being fine and clear. The proper regulation lights were duly exhibited and burning brightly. On clearing Lyceum Pass she proceeded about mid-channel heading for a bright white light showing on the Kowloon side, being a light at the Admiralty Dry Dock at Kowloon, her speed being about 7 knots an hour by her engines and a good look-out being kept. In these circumstances the masthead and green side-lights of an approaching steamship were observed, apparently about 1½ to 2 miles distant off the *Skrumstad* and then bearing about half a point to *Skrumstad*'s port bow. Shortly afterwards the green light of the steamship which subsequently turned out to be the *Tai Cheong* disappeared from the view of those on board the *Skrumstad* and the red light appeared instead, showing those on board the *Skrumstad* that the *Tai Cheong* was altering her course to starboard. The helm of the *Skrumstad* was therefore slightly ported to give more room to the *Tai Cheong* and another steamer following her which ultimately turned out to be the *Perla*. The *Skrumstad* and the *Tai Cheong*

CONTINUED TO APPROACH EACH OTHER, red light to red light, when suddenly the *Tai Cheong* put her helm hard astern, shutting out her red light and exposing her green light. The helm of the *Skrumstad* was immediately put hard astern, one short blast was at the same time blown on her whistle, and simultaneously her engines were reversed to full speed astern and remained so, but nevertheless the *Tai Cheong* came into collision with the *Skrumstad*, the stem of the *Tai Cheong* striking the port bow of the *Skrumstad* just about the break of the fore-castle with great violence and doing her considerable damage. The *Skrumstad* engines were kept at full speed astern, and being in a sinking condition she was backed towards the south side of the channel in order to beach her and she ultimately sank a short distance from the shore. At the time of the collision the *Skrumstad* was about half a mile to the north of Braemar Point and a little to the northward of mid-channel and was not in a narrow channel. Save as thereinbefore appeared, the several statements contained in the petition were denied. A good look-out was not kept on the *Tai Cheong*. The *Tai Cheong* was under the circumstances proceeding at and maintaining a high rate of speed. The helm of the *Tai Cheong* was improperly starboarded. The *Tai Cheong* did not get out of the way of the *Skrumstad*. The *Tai Cheong* neglected to slacken her speed or stop and reverse her engines, or to do so in due time. The collision and the damages consequent thereon were wholly caused by the negligent and improper navigation of the *Tai Cheong* in respect of the matters above mentioned or some of them or otherwise by the fault or default of those on board the *Tai Cheong*, and were not caused or contributed to by the *Skrumstad* or those on board of her, and no blame in respect of the collision was attributable to the *Skrumstad* or any of those on board. By way of counter-claim the defendants repeat the allegations contained in the answer and state that the collision caused great damage to the *Skrumstad*, and they claim the condemnation of the plaintiffs and their claim, and payment of the damage caused to the *Skrumstad* and to the effects of those on board her by reason of the collision and the costs of actions Nos. 13, 15 and 16, the damage to be assessed by merchants. Mr. Slade in commenting upon the pleadings said that up to a certain point the two ships were

IN AGREEMENT AS TO THEIR RELATIVE POSITIONS.

The *Tai Cheong* and *Perla* were on their way out through Lyceum Pass. The *Perla* of course was not in that action but her movements had to be to a certain extent accounted for, for they were governed by those of the *Tai Cheong*. The *Tai Cheong* having left her moorings proceeded slowly until she had passed Kowloon Point; and the *Perla* having left her moorings shortly after the *Tai Cheong* and having a shorter distance to come, passed across her bows and then continued her course through Lyceum Pass. The *Tai Cheong* was probably going slightly faster than the *Perla*; a any rate the latter occupied some time in turning after she had passed the former's bows. The *Tai Cheong* came up on the *Perla* and gradually drew ahead of her. The one ship continued to follow the other, and both pursued their course up the Harbour, the *Perla* being on the port quarter of the leading steamer. It appeared that at this time the *Tai Cheong* was gradually drawing away from the other. Shortly after she had passed Blackheads Point and also the western part of Hung Hom Bay she had a clear course and full speed ahead. She had got about opposite the docks when the light of the *Skrumstad* was first sighted. Her course was about N. E. by E. and this steamer's light was about three points on her starboard bow, due east of her. The *Tai Cheong* was nearly N. E., steering by the land, going across from Hung Hom Bay, when she first sighted the light of the *Skrumstad*, which was due east of her. That made the position of the Norwegian vessel to be somewhere about north of the Penguin Shoals. The *Tai Cheong* made her somewhere a little to the northward of the shoals. The *Tai Cheong* was about opposite the Kowloon Docks, she was still opposite Hung Hom Bay and she was due south of the Admiralty Dock which was distant about 600 yards. Taking the *Tai Cheong* as being about 3 points, 1½ miles distant, that would put the *Skrumstad* just to the northward of the Penguin Shoals. Then the *Skrumstad* said that she was steering a course west by south by quarter north heading to the bright white light shown at the Admiralty Dock. If that course was laid on the chart it would pass through the north-west part of the Penguin Shoals. She said also that the *Tai Cheong* appeared about half a point on her port bow and that would place the latter slightly further inshore than the place where the *Tai Cheong* said she herself was. So that there were the

TWO ACCOUNTS OF THE TWO SHIPS.

They thought that the bearings she gave the other ship put her slightly to the northward of the shoals; the other ship put them slightly to the north of where they were. Therefore he thought they substantially agreed with each other as to the positions they were in when they first saw each other, the one being opposite the docks and the other just about the north end of the shoals. The agreement went further than that. The *Tai Cheong* said that on sighting the red light of the *Skrumstad* in the position in which she stated she was, she immediately directed her course to starboard and ported her helm. The *Skrumstad* agreed with that statement and admitted that the first thing the *Tai Cheong* did after the *Skrumstad* had sighted her was to turn to starboard and port her helm. Up to that point the two stories absolutely agreed. The *Tai Cheong* stated she continued under a port helm but that the *Skrumstad* instead of either keeping her course or porting, as she said she 'did turned down towards the Hongkong shore apparently with the intention of trying to pass the *Tai Cheong* on her starboard side. Apparently what the *Skrumstad* did was to turn down and try to pass the *Tai Cheong* on her starboard bow. The story told by the *Tai Cheong* was perfectly plain. She saw another ship, showing her red light, on her starboard bow and she then did what she ought to have done—ported her helm; and she said that she then continued to do the right thing and had no possible reason for doing anything else, that she continued under her port helm and never altered her helm at all except just before the collision. The *Skrumstad* stated that after the *Tai Cheong* had continued some short time under her port helm she suddenly started to turn away up the Harbour towards Kowloon Bay. She had started with the apparent intention of passing and she had suddenly endeavoured to cross the bows of the *Skrumstad*. The whole case would very largely turn upon where her Lordship found the collision in fact took place. The story told by the *Skrumstad* was that from the north end of the Penguin Shoals she continued under a port helm. In her preliminary act she said she slightly ported her helm and continued under a port helm to give the *Tai Cheong* a wide berth. When she touched the *Tai Cheong* she put her helm hard astern and went into collision. The collision, she said, took place about half a mile from Braemar Point; that would be just about the line laid on the chart between

STONECUTTERS AND DEVIL'S PEAK.

Braemar Point was described as being midway between North Point and Quarry Point. There was one thing in the case which he thought there would be no dispute about, and that was the position in which the *Skrumstad* sank. She sank close in to Braemar Point, on the west side of it, about 200 or 300 yards from the shore. Another thing which he did not think there would be very much dispute about was the extent of the damage done to the *Skrumstad* by the collision. She was struck an extremely heavy blow by the *Tai Cheong*, the vessels going together with very considerable force. The blow of the *Tai Cheong* cut into the bow of the *Skrumstad* just a little forward of the break of the fore-castle, right in to the top of the collision bulkhead. It was cut right open below the water-line and two compartments were flooded by the water in consequence of the collision. He did not think it would be denied that the stem of the *Tai Cheong* remained fast in the *Skrumstad* for about a quarter of an hour; she could not get out. However that would be satisfactorily proved. During all that time the water was

rushing into the *Skrumstad*, and their evidence would be that when the *Tai Cheong* eventually succeeded in pulling herself clear of the *Skrumstad* the bow of the *Skrumstad* immediately dropped some considerable number of feet—six or more—and the water got right in and that the stem with the propeller—the was in ballast—came right out of the water. The propeller worked for some time clear of the water or at least with the lowest blade just touching the water; and he did not think it would be denied that she sank head first. His Lordship found that after she had had this very serious hole made in her side she went down head first, raising her propeller out of the water, shortly after the *Tai Cheong* got clear of her, then he thought his Lordship would be satisfied that the collision did not take place half a mile off the shore. She could not have got in half a mile to the shore; she could not have been towed; and if the collision took place anything to the Southwest of the line of the *Skrumstad*'s course as she had given it in her preliminary fact—that is, of the line between the north end of the shoals and the Admiralty Dock—the *Skrumstad* did not port her helm as she alleged she did. To get to the southward of that she must have not kept her course. And if his Lordship found that the collision took place close in to the shore, he thought he would have no difficulty in coming to the conclusion that the *Skrumstad*

DISOBEYED THE RULE OF THE ROAD

and did not keep her course, but after having seen the red light of the *Tai Cheong* on her own port bow she endeavoured to go across the bows of the *Tai Cheong* and get to the *Tai Cheong*'s port side. That, in fact, was what the *Skrumstad* did. As soon as the captain of the *Tai Cheong* saw that the *Skrumstad* was determined to force a passage, if possible, on the wrong side, he did the only thing he could do. He put his engines full speed astern and his helm hard port. He could not put his helm hard astern because the *Perla* was in his port quarter. If he had done so he would have run a very great risk of being run down by the *Perla*. He thought it would be proved to the satisfaction of the Court that the *Skrumstad* disobeyed the rule of the road, left her course and turned down to her own port side towards the Hongkong shore and therefore was the sole cause of the collision taking place. Mr. Slade proceeded to refer to the rules for directions at sea contained in the new regulations of 1897 and applying to this case. Under Article 19 when two steam vessels are crossing, so as to involve risk of a collision, the vessel which has the other on her own starboard side, should keep out of the way of the other. Now, at the time when the two vessels first sighted each other the *Tai Cheong* had the *Skrumstad* on her own starboard side. She accordingly did as was admitted by the other side, what was perfectly right and proper, and turned out to get out of the way, showing her red light clear. His Lordship found that the *Skrumstad* did what really she did and practically simultaneously with the *Tai Cheong* turning off to starboard, did the same thing and also turned some way and brought the *Tai Cheong* on her starboard side she then got into a position infringing this rule. She having turned down, as they alleged she did, it was then her duty to get out of their way, and that she failed to do. Article 21 provided that when one of two vessels had to get out of the way the other must keep her course. The *Skrumstad* did not do that. What the *Tai Cheong* did was the right and proper thing. An important note to that article was that when a collision through thick weather or other cause could not be avoided she should take such action as would best serve the collision. If their case was correct the *Skrumstad* showed them her green light and was the vessel which had to keep out of the way, and the duty was cast upon her also of stopping and reversing.

Article 22 said that every vessel which was directed by these rules to get out of the way must, where circumstances admit,

AVOID CROSSING AHEAD OF THE OTHER. That was what the *Skrumstad* alleged the *Tai Cheong* attempted to do, and that was what they alleged the *Skrumstad* attempted to do. By Article 23 it was required that every steamship directed by these rules to get out of the way of another must on approaching her if necessary slacken her speed or stop, or reverse. He did not think it would be denied that both vessels did that. The *Tai Cheong* went full speed astern for three minutes before the collision and he thought there was no doubt that the *Skrumstad* also went full speed astern some little time before the collision; probably she had rather more way on than the *Tai Cheong* had. Article 25 required steam vessels to when practicable keep to that side of the fairway or channel which lay on their starboard side. It was for his Lordship to decide whether the Harbour at this place is a narrow channel. It has been held in various cases that the Thames at Halfway Point is a narrow channel. The entrance to the River Tyne is a narrow channel. His Lordship—the Straits of Messina were held to be a narrow channel.

Mr. Slade—Yes; I do not think your Lordship will have very much difficulty that really, within the meaning of the rules the whole distance between the Harbour and the Lyceum will constitute a narrow channel. It widens again between North Point and the docks.

His Lordship—I do not think they would ever hold the Straits of Messina to be a narrow Channel again.

Mr. Slade—The Thames at Gravesend is held to be a narrow channel, and the entrance to the Cardiff Dock also.

His Lordship—is the case of the Straits of Messina they tried to explain that they took in Scylla and Charybdis.

Mr. Slade—The Admiralty judges thought that the inclusion of the Straits of Messina was somewhat stretching the rule.

His Lordship—The case of the Straits of Messina was not a narrow channel.

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Mr. Morgan Phillips—I suppose my learned friend knows that this subject has been discussed in this Court in the year 1890 in the collision case *Ancona v. Kung Pui*, and there was virtually a decision given that it was a narrow channel. The assessors were of that opinion.

Mr. Slade—That is largely a question for the assessors. I was not aware of that case; I was not here at that time.

Mr. Morgan Phillips—The collision was in precisely the same place.

Mr. Slade went on to say that before calling his witnesses he should like to explain finally that the other vessel had crossed their bows and just swung clear of her bows. Mr. Slade proceeded to show by the means of models the relative positions of the vessels before and at the time of the collision. The *Skransstad*, he said in conclusion, said that the *Tai Cheong* suddenly turned and crossed her course. They, when they saw the *Tai Cheong's* green light, immediately turned but the *Tai Cheong* nevertheless came on them, coming from the port side. If the collision had occurred in the way the *Skransstad* said it occurred the two ships would have come into collision rather more at right angles, inclined towards the stern.

THE EVIDENCE.

Evidence was then called the first witness being Capt. H. Hans of the *Tai Cheong* who deposed that on the day named he left the moorings about 5.15 and proceeded towards Lyceum for Swatow. He saw the *Perla* coming from the Hongkong shore ahead of the *Tai Cheong* which was, however, going a little faster. About the middle of the bay he put the vessel at full speed. Just before this he saw the red light of the *Skransstad*. They were about three-quarters of a mile off. On sighting these lights he ported the helm and continued full speed. The next thing was that he sighted the *Skransstad's* green light. He kept on the course he was steering and blew the whistle once. There was no answer. He blew the whistle again but there was no answer. He then put his engines full speed astern and blew the whistle thrice. The only answer was from the *Perla*. She was about five ship's lengths off on the port quarter. That was when he blew the whistle three times. At that time the *Skransstad* had come across on his starboard bow. She had already crossed his bows, and was distant about a ship's length or one and a half ship's lengths. When he saw there was a collision he went full speed astern and blew the whistle. The *Skransstad* was then about four ship's lengths distant and was passing across her bows. He put the helm hard astern. The *Skransstad* passing across his bows showed her red light just before the collision. This was about 300 or 400 yards from the shore. The sun had just set. At the time of the collision the *Tai Cheong* had a good deal of way on. She had been going astern about two or two and a half minutes before the collision. After she struck, the engines continued full speed astern, but the vessel could not get free of the *Skransstad*. He went on to the foremast head to see what was wrong. He asked for the captain, who told him that they had three or five feet of water. He asked whether they wanted to beach the *Skransstad*. The answer was that she was sinking and that they wanted her beached. He thereupon went half-speed ahead and pushed her a little further in. But being afraid of the rocks he went astern and slipped out. When he got clear of the *Skransstad* her bow sank at once some eight or ten feet. He sent the boatswain to ask if they wanted assistance and afterwards steamed over in the direction of Kowloon. The *Perla* was about five ship's lengths off when he began to go astern. She could not stop herself in time and ran into the *Tai Cheong* amidships on the port side. She slid off and struck the *Skransstad's* starboard anchor; then she backed off and pulled it out. The look-out was being kept by a Malay on the foremast head. He reported sighting the lights of the *Skransstad*; the first officer was on the foremast head lashing the port anchor. The quartermaster, a Malay, was at the wheel. He carried three engineers, all Europeans. The first engineer was below at the time. The *Tai Cheong* was hung about fifteen minutes in the *Skransstad*. He went half-speed ahead for about two minutes. He pushed the *Skransstad* about two ship's lengths. He had been at sea since 1872 and had held a German master's certificate since 1883.

Cross-examined by Mr. Morgan Phillips—At the time the *Perla* crossed his bows, he was on the bridge. He went down once, when he went up to the bows. From the time he left his moorings up till the collision he was on the bridge. The boatswain reported the lights of the *Skransstad*. He had seen his mate's log. It was written up next morning, from a rough note on a piece of paper. Both this rough note and the log were written on this morning. In the mate's log it was stated that at 5.30 they passed the *Perla* on their port side and sighted the *Skransstad* showing her red light, "which was reported by the look-out to the officer in charge." The officer in charge was himself. In the rough log it was stated that the collision occurred at 5.45. In the clean log it was stated that "after going full speed astern for about three minutes, the *Skransstad* suddenly ported her helm, and we collided with her" also that "we tried for about 15 minutes, from 5.45 to 6, to clear the *Tai Cheong* from the *Skransstad*." When it was seen that the collision was unavoidable the engines were stopped and put full speed astern, not before. In the rough log there was no entry about the engines being put full speed astern. The clean log was not made up from the rough log. From the time when he first saw the *Skransstad* up till the place where he first saw her green light, she was showing her red light. The *Tai Cheong* was under a port helm all the time after the look-out reported the lights of the *Skransstad*. There was no risk of collision at all when he first saw the *Skransstad*. The first

risk of danger was when the *Skransstad* continued to show her green light. He therefore kept running down under a port helm in order to pass inside. He did not starboard his helm and run out into the bay because he thought the *Skransstad* would pass free. As soon as he thought there was danger he blew the whistle three times. He did not stop his vessel to see what course the *Skransstad* might take because he was on his proper side of the channel. When he first saw the *Skransstad* he was steaming at about 7 or 8 knots. The full speed of his was 10 knots. Full steam was not up. He considered this part of the channel to be narrow and always kept to starboard. He had never passed a mail steamer on the port side when entering the Harbour from Lyceum Pass. The *Perla* on this occasion was keeping almost the same course as the *Tai Cheong*. She came within about 300 yards of the Hongkong shore. She must have been under a hard-a-port helm to have come over and collided with them.

Re-examined—When he first saw the green light of the *Skransstad*, he could not determine what her course was. If he had stopped his vessel before the collision, the *Perla* might have run into his ship. By His Lordship—He did not know how long it took a steamer to be brought to by reversing engines when she had a speed of 7 or 8 knots.

The Chief Officer of the *Tai Cheong* was then called, and the court adjourned until this morning when further evidence was taken.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *India*, connecting with the steamer *Chusan*, at Colombo, from London, Jan. 10.—To Yokohama: Mrs. Wheeler, Messrs. E. Macaulay, J. Ramsden, To Shanghai: Messrs. J. Macgregor, Cornar, and Sergeant Carbery. To Hongkong: Messrs. Whitlow, D. M. Mackenzie, Staff Sergeant and Mrs. J. Biles and 5 children. To Singapore: Mr. and Mrs. McCulloch, Staff Sergeant W. Drage, Mr. P. Stewart, Miss Hann, Lady Mackay, Miss Mackay, Staff Sergeant and Mrs. R. Buckenham, Messrs. A. R. Bain, W. H. Hill, Sergeant and Mrs. W. R. Fotts. To Penang: Messrs. F. C. Mair, D. Douglas. From Marseilles, Jan. 17.—To Yokohama: Messrs. G. E. Henderson, J. Warrall and Warrall (3). To Shanghai: Messrs. Ralston, W. Cowan, Dr. A. Moore, Lieut. N. R. Anderson. To Hongkong: Messrs. C. M. Gordon, C. J. Barnes, F. P. Adams and Charles Lefrentz. To Singapore: Mr. and Mrs. E. W. Ewitt, Messrs. W. C. Cadell, W. Hutton, O. Marks and J. D. Kemp. Port Said.—To Shanghai: Messrs. A. Henderson and W. Reid.

Per P. and O. steamer *Britannia*, connecting with the steamer *Cornwall*, at Colombo, from London, Feb. 6.—To Shanghai: Rev. and Mrs. Cornaby and 2 children, Mr. and Mrs. F. H. Armstrong and 2 children, Mr. J. T. Pearson. To Singapore: Mrs. W. D. Fisher and child, Misses L. Morgan and Donald. To Penang: Mr. T. A. Kennard. From Marseilles.—To Hongkong: Mr. and Mrs. R. de R. Laggard and child. To Singapore: Messrs. L. Hoeftel, A. H. Ryder. From Port Said.—To Yokohama: Dr. Stapleton.

Per Messageries Maritimes steamer *Annam*, connecting with the steamer *Ernest Sitons*, at Colombo, from Marseilles, Jan. 26.—To Shanghai: Messrs. H. Roth, J. D. Stirling, To Haiphong: Mr. G. Carnier, Mrs. Staup, Mr. D. Audis. To Saigon: Mr. and Mrs. A. Siré, Mr. and Mrs. Cremazy, Mr. Otto Sixt, Mrs. Jourdain and 2 children, Mrs. Huron, Mr. R. Mille, Colonel de Mussy. To Singapore: Messrs. R. W. Braddell and J. Lammer.

Per Messageries Maritimes steamer *Ernest Sitons*, from Marseilles, Feb. 9.—To Shanghai: Messrs. Dresing, Paul Serre. To Saigon: Mr. Claude, Mr. and Mrs. Caymard. To Singapore: Mr. H. N. Ridley.

Per Norddeutscher Lloyd steamer *Bayern*, from Bremen, Jan. 23, and Southampton, Jan. 28.—To Yokohama: Rev. and Mrs. W. Field and 2 children. To China: Mr. McMahon, Mr. and Mrs. Mueller. To Shanghai: Miss R. Elwin, Mr. and Mrs. Dennis Mullen, Misses Godson, Pressegh, Mrs. Cochane and children, Miss Orendon. To Hongkong: Mr. Robertson, Misses E. M. Brooks, F. Coleman.

To Bangkok: Miss Cox. To Singapore: Mrs. Napier and child, Mr. and Mrs. W. Cumming and children, Mr. and Mrs. R. W. Brown, Miss Lind. To Penang: Miss Jones. From Colombo.—To Yokohama: Mrs. Seys.

Per Norddeutscher Lloyd steamer *Ullgart*, from Bremen, Feb. 6, and Southampton, Feb. 11.—To China: Mr. Johnston, and Mrs. Fraser, Messrs. Moorhead, Jones, Campbell, Houston. To Singapore: Mr. Collyer.

Per Rotterdam Lloyd steamer *Gede*, from Rotterdam, Jan. 11.—To Batavia: Mr. C. Voute. From Marseilles: Messrs. G. W. van Lommel, G. R. Brouwers, S. E. P. A. van Haeften, J. A. Roukens, J. A. Spoor, J. Brunger, P. D. A. Frankamp, Mr. and Mrs. H. L. K. M. Schieffers, Mr. D. J. C. van Reenen, Dr. J. B. van Leent, Messrs. P. M. Schreuders, J. A. Verploegh, Chasé, Mrs. Arnold van Duin and 3 children, Messrs. W. van Holst, Pelikaan, P. A. F. Blom, P. J. A. van Mourik, Miss M. J. H. A. V. N. Schieffers, Messrs. F. A. Neys, J. M. Proy, A. v. d. Mee and N. Hendriks.

Per Nippon Yusen Kaisha steamer *Awa Maru*, from London, Jan. 17.—To Yokohama: Professor I. Iijima, Messrs. R. Greig, A. Smith, G. Aso, K. Shida, Suzuki. To Kobe: Mrs. Hare and child, Professor J. Sakurai. To Shanghai: Mr. and Mrs. F. Sakai and son, Mrs. Mair, Duncan, Mrs. Shorrocks and child, Mr. Callen, Mrs. Reynolds and child. To Hongkong: Dr. and Mrs. E. R. Laing, Dr. W. Hunter, Mr. J. Cotter, Mr. and Mrs. E. Udall and family. To Bangkok: Mr. P. Kemp. To Singapore: Mr. and Mrs. J. Toyne, Mr. and Mrs. E. Broadrick, Mrs. S. Mildred and child, Mrs. Hamilton and children, Miss Villiers, Taylor, Messrs. G. Whitby, A. Powdall, J. Lloyd, E. Hatch, A. Barlow, J. Blake. To Penang: Mr. and Mrs. J. Bowers and child and Miss King.

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Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 5th March.
FOR TAMSUI	"DAIGI MARU"	T. Kiano	SUNDAY, 9th March.
FOR FOCHOW	"ANPING MARU"	K. Suzuki	WEDNESDAY, 12th March.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 16th March.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Postoffice at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further information, apply to

THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 26th February, 1902.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAVERN,"

of the NORDDEUTSCHER LLOYD.

Captain H. Bleeker, due here with the outward German Mail about the 6th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 3rd March, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above on FRIDAY, the 7th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd March, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUETZ, PORT SAID, PLYMOUTH AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEBANON, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE,"

Captain Mille, will be despatched as above on SATURDAY, the 15th March, P.M.

This steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 31st February, 1902.



TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons,

Captain Tate, will be despatched hence for MANILA, on or about THURSDAY, the 13th instant, at 11 A.M.

Magnificent accommodation. Comfortable cabin. Excellent table. Unrivalled speed.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, 100 House Street.

Hongkong, 3rd March, 1902.



Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's New Steamship

"ZAFIRO,"

Captain A. Ramsay, will be despatched for the above Port, TO-MORROW, the 5th instant, at Noon.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 4th March, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Dupuy-Fromy, will be despatched for the above Ports, on or about MONDAY, the 10th instant.

For Freight or Passage, apply to

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 3rd March, 1902.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

on

SATURDAY, the 8th March, 1902,

at 2 P.M.,

at his Sale Rooms, Duddell Street.

A FINE COLLECTION OF RARE CHINESE, BRITISH COLONIES, SOUTH AMERICAN and PORTUGUESE COLONIES STAMPS, Complete sets.

Particulars can be seen in Catalogue on view from THURSDAY, the 6th instant.

Terms Cash on Delivery.

GEORGE P. LAMBERT, Auctioneer.

Hongkong, 3rd March, 1902.

GOVERNMENT NOTIFICATION.

No. 90.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 10th day of March, 1902, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 1st February, 1902.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 10th day of March, 1902, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.

Locality.

Boundary Measurements.

Contents in Acres.

Annual Rent.

Upset Price.

1. BAKER ROAD, 125 125 80 10,000 57 5,000

2. BAKER ROAD, 125 125 80 10,000 57 5,000

3. BAKER ROAD, 125 125 80 10,000 57 5,000

4. BAKER ROAD, 125 125 80 10,000 57 5,000

5. BAKER ROAD, 125 125 80 10,000 57 5,000

6. BAKER ROAD, 125 125 80 10,000 57 5,000

7. BAKER ROAD, 125 125 80 10,000 57 5,000

8. BAKER ROAD, 125 125 80 10,000 57 5,000

9. BAKER ROAD, 125 125 80 10,000 57 5,000

10. BAKER ROAD, 125 125 80 10,000 57 5,000

11. BAKER ROAD, 125 125 80 10,000 57 5,000

12. BAKER ROAD, 125 125 80 10,000 57 5,000

13. BAKER ROAD, 125 125 80 10,000 57 5,000

14. BAKER ROAD, 125 125 80 10,000 57 5,000

15. BAKER ROAD, 125 125 80 10,000 57 5,000

16. BAKER ROAD, 125 125 80 10,000 57 5,000

17. BAKER ROAD, 125 125 80 10,000 57 5,000

18. BAKER ROAD, 125 125 80 10,000 57 5,000

19. BAKER ROAD, 125 125 80 10,000 57 5,000

20. BAKER ROAD, 125 125 80 10,000 57 5,000

21. BAKER ROAD, 125 125 80 10,000 57 5,000

22. BAKER ROAD, 125 125 80 10,000 57 5,000

23. BAKER ROAD, 125 125 80 10,000 57 5,000

24. BAKER ROAD, 125 125 80 10,000 57 5,000

25. BAKER ROAD, 125 125 80 10,000 57 5,000

26. BAKER ROAD, 125 125 80 10,000 57 5,000

27. BAKER ROAD, 125 125 80 10,000 57 5,000

28. BAKER ROAD, 125 125 80 10,000 57 5,000

29. BAKER ROAD, 125 125 80 10,000 57 5,000

30. BAKER ROAD, 125 125 80 10,000 57 5,000

31. BAKER ROAD, 125 125 80 10,000 57 5,000

32. BAKER ROAD, 125 125 80 10,000 57 5,000

33. BAKER ROAD, 125 125 80 10,000 57 5,000

34. BAKER ROAD, 125 125 80 10,000 57 5,000

35. BAKER ROAD, 125 125 80 10,000 57 5,000

36. BAKER ROAD, 125 125 80 10,000 57 5,000

37. BAKER ROAD, 125 125 80 10,000 57 5,000

38. BAKER ROAD, 125 125 80 10,000 57 5,000

39. BAKER ROAD, 125 125 80 10,000 57 5,000

40. BAKER ROAD, 125 125 80 10,000 57 5,000

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA," FROM TACOMA, VICTORIA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 26th February, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"ORIENTAL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. Oceana, Persia and Sunda.

From Australia, ex S.S. Himalaya.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 6th March, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 28th February, 1902.

STEAMSHIP "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex S.S. Comedie, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 1st instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 8th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent to me on or before the 8th instant, or they will not be recognised.

All damaged packages will be examined on FRIDAY, the 7th instant, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 1st March, 1902.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into their Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 8th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 1st March, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 3rd March, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Chartered Steamship

"TIENTSIN," FROM BOMBAY.

Consignees of Cargo

TO-DAY.		
WEATHER REPORT.		
	On date at 10 a.m.	On date 4 p.m.
Barometer.....	30.22	30.16
Temperature	66	66
Humidity	48.	48
Baric fall	—	—

The P. & O. S. N. Co.'s steamer *Candia* left Singapore for this port on the 3rd inst., at 5 p.m.

The G. N. Co.'s steamer *Kaifong* left Iloilo on the 2nd inst., for this port and is due here on 5th inst.

The C. N. Co.'s steamer *Chinkiang* left Java on the 3rd inst., for this port, and is due here on 13th inst.

The Barber Line steamer *Maristrow* left Singapore on the 27th ulto., for Manila and Hongkong.

The N. Y. K. Co.'s steamer *Tamba Maru* (European Line) left Shanghai for this port on the 3rd inst., p.m., and is expected to arrive here on the 6th inst.

* * *

The Canadian Pacific Railway Co.'s steamer *Athenian* arrived at Nagasaki at 3.30 p.m., on Monday the 3rd inst., and left again at midnight same day for Kobe where she is due to

<i>U. S. S. Monadurst...</i>	11.	11.	11.
<i>Kate</i>	11.	11.	11.
<i>H.M.S. Alacrity.....</i>	11.	11.	11.
<i>Hailoong</i>	11.	11.	11.
<i>Kaiserin Augusta ...</i>	11.	11.	11.

Radley " *Aberdeen*

PASSED THE CANAL.

Outward—28th Jan.—*Maristow, Glamorgan-
shire.* 21st Feb.—*Glenlochy, Prometheus*

VISITORS AT THE QUEEN'S HOTEL.	
Bartling, W.	Nesbit, Mr.
Botsch, Mr. B.	Nobbs, A. P.
Clausen, Mrs. N.	Patrick, A. N.
Edmunds, Mr. & Mrs.	Plattling, Mr. & Mrs.
E. and child	Rippelmund, Mrs. K.
Fair, A.	Reddock, Mr.
Hoffmeister, Mr.	Roberts, A. G.
Hoffmeister, Miss	Sinason, N. A., LL. and
Hube, F.	Mr. Spicer
Jacob, Mrs. and child	Shepherd, F. B.
Lewis, Lieut.-Col. and	Stansbury, W. N., Lieut.
Mrs.	and Mrs. and child
Mentres, R.	Wicase, Mr. & Mrs. V.
Mack Mr.	Wickley, Mr. and Mrs.

Bower, Dr. King, Major H. S.
Brabazon, R. A. Laing, Dr. and Mrs.
Brinton, M. and Mrs. Lewis L. S.
Brinton, Miss Mackay Dr.
Brown, Miss May Mackie, Gordon
Buttanshaw, Major Marlow, W. T.
Cameron, D. H. Martelli, H.
Chadwich O. McKillop, A.
Clark, Dr. F. McLellan, Mrs. E. E.
Clegg E. B. Meyer P.
Clement, C. Michael, S. J.
Clouet, A. Milton, Mr. and Mrs.
Cochin, Mrs. F. S. Minotti, M.
Coghill, Mr. & Mrs. H. Mitchell R.
Cole, G. C. Moffatt, G.
Colson, J. S. Muliken H. G.
Cottell, Lt.-Col. & Mrs.
 and party Murchie, F.
Crago, Dr. J. M. Nichols, Mrs. C. B.
Crownshield, E. A. Norris, W.
Crownshield, E. A. Parker, Dr. W. W.
Dais, G. Phillips, T. M.
Davies, Mrs. W. Pierkerle, E.
 child Pitcher, A. J.
Drage, J. Plummer, Jr., J. F.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, James	Law, D. R.
Benson, Capt. and Mrs.	Libeaud, Mrs.
Bewley, R.A.M.C., Capt.	Libeaud, E. W.
Blood, C.	Lyne, R. Lt.-Comdr.
Bonnar, J. W. C.	Lyne, Mrs.
Brabazon, Ralph A.	Marcheadeill, Mrs. &
Brayce, H. F. R.	Miss
Brown, R.E., Col. L. F.	Martin, R.
Bryant, G. H.	May, A. J.
Cartwright, Miss	McDermott, A. P.
Chapman, Mr. and	Miller, Mr. and Mrs.
Clayton, Mr.	Mitchell, Robert
Connell, Mr. and Mrs.	Osborne, R.A., Major
J. L. O.	Perfect, G. Grosvenor.
Coppin, A. G.	Pitt, R.N., Mr. John
Danno, Mr. and Mrs. G.	Ross, Alexander
H.	Rumsey, R.N., Hon.
Davies, W.	R. Murray

Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited.....	\$	\$26½ sellers
S. C. Farham, Boyd & Co., Ltd.	Taels	100 Taels 26½
Hongkong and Kowloon Wharf and Godown Company, Limited.....	\$	\$9½ sellers
New Amoy Dock Company, Limited.....	\$	\$30 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited.....	Taels	100 Taels 270
Lands, Hotels and Building.		
China Provident Loan and Mortgage Company, Limited.....	\$	10 \$9½ sellers
Hongkong Land Investment and Agency Company, Limited.....	\$	100 \$179 sellers
Kowloon Land and Building Company, Ltd.....	\$	30 \$31 sellers
West Point Building Company, Limited.....	\$	30 \$138 buyers
Hongkong Hotel Company, Limited.....	\$	30 \$50 sellers
Oriente Hotel Company, Limited (Macao).....	\$	100 \$270
Astor House Hotel Co., Limited (Shanghai).....	\$	10 \$12½ sellers
Humphreys, Estate and Finance Company, Limited.....	Taels	50 Taels 109
Shanghai Land Investment Company, Limited.....		
Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	\$	10 \$14 sellers
Ewo Cotton Spinning and Weaving Company, Limited.....	Taels	100 Taels 42
International Cotton Manufacturing Company, Limited.....	Taels	100 Taels 25
Laou-kung-mow Cotton Spinning and Weaving Company, Limited.....	Taels	100 Taels 50
Soy Chee Cotton Spinning Company, Limited.....	Taels	500 Taels 150
Tobacco, Cigar and Cigarette Companies.		
Alhambra, Limited.....	\$	500 \$500
Philippine Tobacco Trust Co., Limited.....	\$	50 \$50 sellers
Shanghai-Sumatra Tobacco Company.....	\$	20 Taels 40
American Cigarette Company, Limited.....	Taels	50 Taels 50
Miscellaneous.		
Green Island Cement Company, Limited.....	\$	10 \$22 sales
China-Borneo Company, Limited.....	\$	15 \$30 sellers
A. S. Watson & Co., Limited.....	\$	10 \$15
Watkins, Limited.....	\$	10 \$10
Hongkong Electric Company, Limited.....	\$	10 \$13½ sales
Hongkong Electric Company, Limited.....	\$	5 \$64
Hongkong and China Gas Company, Limited.....	\$	10 \$140 buyers
Hongkong Rope Manufacturing Company, Limited.....	\$	50 \$160 sellers
Geo. Fenwick & Co., Limited.....	\$	25 \$41½ ex div.
Hongkong Ice Company, Limited.....	\$	25 \$212½ buyers
Hongkong High-Level Tramways Co., Ltd.	\$	100 \$330 buyers
Dairy Farm Company, Limited.....	\$	6 \$12 buyers
Hongkong and China Bakery Company, Limited.....	\$	50 \$45
Campbell, Moore & Co., Limited.....	\$	10 \$21 buyers
Bell's Asbestos Eastern Agency, Limited.....	\$	125. 6d. \$1
United Asbestos Oriental Agency, Limited.....	\$	4 \$10 sellers
Do. Founders.....	\$	10 \$12½
Tehrat Planting Company, Limited.....	\$	2 \$120 sellers
Universal Trading Co., Limited.....	\$	7 \$8
Hongkong Steam Water-boat Co., Limited.....	\$	20 \$20
China Light and Power Co., Limited.....	\$	50 \$50
Robinson Piano Co., Limited.....	\$	50 \$45
Manila Investment Co., Limited.....	\$	10 \$9
William Powell, Limited.....	Taels	100 Taels 332½
Shanghai-Langkai Tobacco Company, Limited.....		

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

4TH MARCH, 1902, A.M.							
Wladivostok	7 a.m.	29.81	13	45	N	2	b
Tokio	6 a.m.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihouku	5 a.m.	30.26	—	—	E	6	—
Taichu	"	30.10	—	—	N	4	—
Tainan	"	30.10	—	—	N	4	—
Koshun	"	30.10	—	—	—	0	—
Pescadores	"	30.13	—	—	NE	8	—
Gutalaff	9 a.m.	30.36	40	56	—	—	cm
Shap Peak	"	30.34	52	76	E	7	od
Amoy	"	30.20	58	81	NE	6	o
Swatow	"	—	—	—	—	—	—
Canton	"	—	—	—	—	—	—
Hongkong	10 a.m.	30.22	66	48	E	0	o
Victoria Peak	"	—	—	—	E	3	—
Gap Rock	"	30.20	—	—	ENE	4	—
Macao	"	30.25	65	—	N	4	c
Haiphong	7 a.m.	—	—	—	—	—	—
Manila	10 a.m.	30.00	81	69	WNW	1	b
Malate	9 a.m.	—	—	—	WNW	1	b
Bacolod	"	—	—	—	NE	3	o
Iloilo	"	29.95	78	—	E	2	o
Cebu	"	29.96	78	—	—	—	o
Cap S. James	7 a.m.	—	—	—	—	0	—

F. G. FIGG,

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Post Office.

A Mail will close:-

For Canton—Per *Hoiang*, to-morrow, the 5th instant, at 7.30 A.M.
 For Manila—Per *Zafra*, to-morrow, the 5th instant, at 10 A.M.
 For Europe, &c., India, via Taitoria—Per *Sachien*, to-morrow, the 5th instant, at 11 A.M.
 For Macao—Per *Heungshan*, to-morrow, the 5th instant, at 1.15 P.M.
 For Kunchuk and Samsul—Per *Tung-kong*, to-morrow, the 5th instant, at 3 P.M.
 For Shanghai—Per *Kaenlin*, to-morrow, the 5th instant, at 4 P.M.
 For Canton—Per *Futchan*, to-morrow, the 5th instant, at 5 P.M.
 For Yapi, Herberstoria, Matupi, Rur, Ponape, Kusaie, Fajit, and Sydney—Per *Ocean*, on Friday, the 7th instant, at 11 A.M.
 For Singapore, Penang and Calcutta—Per *Kamsing*, on Friday, the 7th instant, at 11 A.M.
 For Manila—Per *Loongang*, on Friday, the 7th instant, at 3 P.M.
 For Swatow, Amoy and Fouchow—Per *Haitan*, on Thursday, the 6th instant, at 5 P.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane and Sydney—Per *Trinan*, on Saturday, the 8th instant, at 10 A.M.
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Tacoma*, on Saturday, the 8th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru*, on Saturday, the 8th instant, at 11 A.M.
 For Singapore and Bombay—Per *Tientsin*, on Tuesday, the 11th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 12th instant, at 11 A.M.
 For Singapore, Penang and Bombay—Per *Disago*, on Thursday, the 13th instant, at 11 A.M.
 For Europe, &c., India, via Taitoria—Per *Ballaarat*, on Saturday, the 15th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Wednesday, the 16th April, at 11 A.M.

EXCHANGE.

Hongkong, 4th March.
 ON LONDON, Telegraphic Transfer.....192
 Bank Bills, on demand.....1/9 5/16
 Credits, 4 months' sight.....1/10 5/16
 D'ments, 4 months' sight.....1/10 7/16
 ON BERLIN, (demand).....M.1.87 1/2
 ON PARIS, Bank Bills, on demand.....2.30
 Credits, 4 months' sight.....2.34
 ON NEW YORK, Bank Bills, on demand.....44 1/2
 Credits, 30 days' sight.....45 1/2
 ON BOMBAY, Telegraphic Transfer.....136 1/2
 On demand.....136 1/2
 ON SHANGHAI, Telegraphic Transfer.....73 1/2
 Private, 30 days' sight.....nom.
 ON YOKOHAMA, T.T.11 1/2 prem.
 Sovereigns, Bank's Buying Rate.....\$10.94
 Gold Leaf 100 touch, per tael.....\$6.60
 Bar Silver.....25 1/2
 Dollarsnom.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
H-nam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Ronan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
 Macao and Canton.
Lungshan, British steamer, 1,411, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Satnam, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.

ALISA CRAIG, British steamer, 2,166, E. Robertson, 2nd Mar., Moji 25th Feb. Coal—Mitsui Bussan Kaisha.
ARNOLD LUYKE, German steamer, 1,032, Payson, 15th Feb.—Moji 9th Feb. Coals—Mitsui Bussan Kaisha.
BAIKAI, Russian steamer, 717, Kashkin, 13th Jan., Manila 9th Jan., Ballast—Order.
BRAND, Norwegian steamer, 1,519, John Thomsen, 15th Feb.—Singapore 29th Jan., Timber—Dodwell & Co., Ltd.
CHUYO MARU, Japanese steamer, 1,083, K. Yoshikawa, 1st Mar., Chifoo 22nd Feb., General—Chinese.
CHOWFA, German steamer, 1,055, H. Kohler, 27th Feb.—Bangkok 20th Feb., Rice—Butterfield & Swire.
CHUNSHAN, British steamer, 1,418, S. J. Payne, 2nd Mar.—Singapore 22nd Feb., General—Jardine, Matheson & Co.
DR. HANS JERO KIANE, Norwegian steamer, 691, E. Larsen, 28th Feb.—Sarawak 20th Feb., Timber—Sander, Wieler & Co.
EMPRESS OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb.—Vancouver via Ports 27th Jan., and Shanghai 17th Feb., General—C. P. R. Co.
ERICA, German steamer, 1,207, C. Zindel, 24th Feb.—Moji 19th Feb., Coal—Jensen & Co.
HAILEDON, British steamer, 783, H. Bathurst, 2nd Mar.—Swatow 1st Mar., General—Douglas, Laiprat & Co.
HANSA, German steamer, 1,202, Lorenzen, 28th Feb.—Salgon 23rd Feb., Rice flour—Sander, Wieler & Co.
HONGKONG MARU, Japanese steamer, 6,150, E. E. Filmer, 28th Feb.—San Francisco 4th Jan., via Honolulu 6th Feb., Yokohama 20th, Kobe 21st, Nagasaki 23rd, and Shanghai 26th Feb., Mails and General—J. S. Van Buren.

KATY, Austrian steamer, 1,350, A. Vidossich, 26th Feb.—Moji 20th Feb., Coal—Sander, Wieler & Co.
KUMSANG, British steamer, 2,077, E. J. Buller, 25th Feb.—Calcutta 8th Feb., Penang and Singapore 18th, General—Jardine, Matheson & Co.

KWELIN, British steamer, 1,080, D. H. MacKenzie, 1st Mar.—Manila 26th Feb., Ballast—Butterfield & Swire.

LAERTES, British steamer, 1,450, Parkinson, 2nd Mar.—Singapore 24th Feb., General—Butterfield & Swire.

LOONGSANG, British steamer, 1,092, G. S. Weigall, 2nd Mar.—Manila 27th Feb., Hemp—Jardine, Matheson & Co.

LOWTHER CASTLE, British steamer, 3,995, Watson, 3rd Mar.—Shanghai 27th Feb., General—Dodwell & Co., Ltd.

MAIDZURU MARU, Japanese steamer, 667, T. Saito, 1st Mar.—Swatow 28th Feb., General—Mitsui Bussan Kaisha.

MACHIEW, German steamer, 995, G. Wendig, 25th Feb.—Kohlschlag 21st Feb., Rice—Butterfield & Swire.

NASSOVIA, German steamer, 2,480, Th. Hildebrandt, 6th Feb.—Singapore 4th Feb., Kensing, Oil—Standard Oil Co.

OCEANA, German steamer, 464, F. Takuke, 24th Feb.—Yap 16th Feb., Copra—Siemens & Co.

ON SANG, British steamer, 1,787, J. T. Davies, 3rd Mar.—Saigon 26th Jan., General—Jardine, Matheson & Co.

ORO, British steamer, 1,299, W. Smith, 5th Feb.—Singapore 26th Jan., General—Dodwell & Co., Ltd.

PETRARCHI, German steamer, 1,252, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar—Sander, Wieler & Co.

PING SHUI, British steamer, 1,119, E. Wallall, 1st Mar.—Shanghai 26th Feb., General—Dodwell & Co., Ltd.

RAHLEY, British steamer, 1,084, M. Tallach, 3rd Mar.—Wei-hai-wei 25th Mar., General—Senior Naval Office.

RIOJUN MARU, Japanese steamer, 2,979, N. Ohno, 2nd Mar.—Shanghai 26th Feb., General—Nippon Yusen Kaisha.

SAQU, Norwegian steamer, 699, Nalveg, 1st Mar.—Bangkok 19th Feb., Rice—Chinese.

SACHSEN, German steamer, 3,118, W. Franke, 3rd Mar.—Yokohama 22nd Feb., Mails and General—Melchers & Co.

SALAMANDA, British steamer, 853, J. H. Anderson, 16th Dec.—Moji 9th Dec., Coal—Bailey & Co.

SAVOIA, German steamer, 1,260, Porzellins, 3rd Mar.—Moji 26th Feb., Coals—Carlowitz & Co.

STRATHVILLIE, British steamer, 3,284, J. R. Gordon, 22nd Feb.—San Francisco 17th Jan., Flour and Lumber—Butterfield & Swire.

TACOMA, American steamer, 1,689, A. Dixon, 26th Feb.—Tacoma via Ports 27th Jan., General—Dodwell & Co., Ltd.

TAI CHEONG, German steamer, 850, E. Wiebren, 2nd Mar.—Manila 27th Feb., Ballast—Meyer & Co.

TRITOS, German steamer, 1,030, H. Clausen, 1st Feb.—Saigon 6th Feb., Rice and Rice-mill—Kong Fat.

TSINAN, British steamer, 1,460, C. Lindbergh, 28th Feb.—Japanese Ports 23rd Feb., General—Butterfield & Swire.

VICTORIA, American steamer, 2,112, J. Panton, 2nd Mar.—Tacoma 1st Feb., General—Dodwell & Co., Ltd.

WHAMPOA, British steamer, 1,109, H. E. Laver, 1st Mar.—Canton 28th Feb., General—Butterfield & Swire.

ZAPIRO, British steamer, 1,610, A. Ramsay, 1st Mar.—Manila 27th Feb., General—Shevan, Tomes & Co.

Sailing Vessels.

HERIOT JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—Master.

IVV, American ship, 1,181, Siltion, 30th Jan., Modoral 15th Nov., Timber—Order.

LOTHAIR, Italian bark, 678, Borzo, 24th Jan., Callao 10th Nov., Sugar—Carlowitz & Co.

MATUYA MARU, Japanese schooner, 121, Doch, 1st Feb.—Saigon 6th Feb., Ballast—Master.

VALE OF DOON, British bark, 669, J. Petersen, 16th Dec.—Rejang 18th Nov., Timber—Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, 4th March, 1902.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Easlake, Hongkong.

Albion, 1st-class battleship, 12,900 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewett, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Newchwang.

Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, Shanghai.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.

Astron, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Hongkong.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., en route Home.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., Amoy.

Brantley, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.

Brit, 3rd-class cruiser, 1,700 tons, 6 guns, 5,000 h.p., Commander E. H. Martin, Singapore.

Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Canton.

Crissy, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Singapore.

Editha, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. R. H. S. Stokes, Hongkong.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.

Eth, coast defence gunboat, 353 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. Forbes, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.

Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Comdr. Beaty Pownall, Hongkong.

Glory, 1st-class flag ship, 12,950 tons, 16 guns, 13,500 h.p., Capt. A. W. Carter, Hongkong.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Hongkong.

Harb, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Harty, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Hardy.

Hammer, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 h.p., in reserve.

Ocean, 1st-class battleship, 13,500 tons, 13,500 h.p., 16 guns, Capt. R. W. White, R.N., France.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Hongkong.

Oliver, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Comdr. C. P. Mansel, Hongkong.

Phaetia, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Hankow.

Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lt. and Comdr. A. H. Oldham, en route Singapore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Hongkong.

Plow, 1st class gunboat, 435 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Watts Jones, Singapore.

Ramirez, surveying-ship, 583 tons, 650 h.p., Comdr. H. H. Smyth, Hongkong.

Redfox, 1st-class gunboat, 805 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. F. Corbett, Singapore.

Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. Webster, West River.

Rosario, sloop, 960 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Wei-hai-wei.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. M. Lockhart, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Comdr. Dalgely, Yangtze.

Swift, 1st-class gunboat, 750 tons, 6 guns, 870 h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stoddard, Practice.

Tamara, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 h.p., Lt. Comdr. W. O. Lyne, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 6,000 h.p., in reserve.

Wiscen, coast defence ship, 1,750 tons, 4 guns, 1,000 h.p., in reserve Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiangkiang.

Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 2 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 970 tons, Captain Heinrich, Singapore.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Kossun, Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter, Samsul, Shanghai.

Piel Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,735 h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 30 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 10,000 h.p., at Tientsin.

Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.

Ananur, Russian cruiser, 2,600 tons, Captain Barsich, at Hongkong.

Bobra, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donstoy, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, Singapore.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.

Gremiatzki, Russian armoured cruiser, 1,402 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhalevsky, at Shanghai.

Korveta, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Manchour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.

Nayadinski, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otavsky, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copronoff, at Shanghai.

Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevat, at Nagasaki.

Polstava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeffoff, at Nagasaki.

Rosita, Russian armoured cruiser, 12,900 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rozhynskii, Russian cruiser, 1,315 tons, 1,785 h.p., 11 guns, Capt. Kernussky, at Macao.

Rurik, Russian flag ship, 10,940 tons, armoured twin screw cruiser, 1st class, 43 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Meleusky, at Nagasaki.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Captain Barronoff, at Nagasaki.

Sissol Vichy, Russian battleship, 8,800 tons, 14 guns, 8,500 h.p., Capt. Tarassoff, at Manila.

Sivouch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sveaborg, 1st class, Russian torpedo boat, 60 tons, 3 guns, 2 torp tubes 780 h.p., speed 10.7 knots.

Varyag, Russian cruiser, 6,500 tons; 12 guns, Capt. Behr, at Nagasaki.

Vladimir Monomach, Russian cruiser, 6,000 tons, 12 guns, Prince Ouchtomsky, at Singapore.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchoucky, at Nagasaki.

Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguliy, at Taku.